

GOV. SMITH IN AUTO SMASHUP

CAR SKIDS AND STRIKES TELEPHONE POLE.

Gliddenites Greeted by Heavy Rainstorm
Near the Natural Bridge—President Hoover's Car Takes a Ditch—No One Injured—Small Cars in Trouble.

ROANOKE, Va., Oct. 17.—The Glidden tourists had the worst possible day of it today. The morning run was pleasant enough, but in the afternoon after leaving Natural Bridge they ran into what is said locally to be the worst rainstorm in twenty years. It converted the already very muddy hill roads between here and the bridge into slimy traps. Team after team fell down in their point scores, but the drivers were lucky to get off with nothing worse.

There were two mishaps that took official cars off the road. Smith of Georgia was riding in the Cunningham when it skidded off at a turn. The car ran into a telephone pole, hitting it about where the governor was sitting. He wasn't hurt, but the blow merely carried him to the top. Chairman Butler of the Contest Board, Charles J. Glidden and Referee Walker were in the car, which was driven by a chauffeur.

Robert P. Hoover, president of the A. A. U., was driving his (Garford car when it went into a ditch a dozen miles from here. It will take some horses to get it out again. Mr. Hoover's guests were Mrs. P. J. Walker, wife of the referee, Mrs. Harold Hanson and Lucy Hoke Smith, the governor's daughter, and Miss Laura Amley. No one was hurt.

It was an interesting day at the start, albeit a run over very tough hill climbing country up to Lexington. A sort of added control. The tourists stopped here long enough to see an admirable drill by the cadets of the Virginia Military Institute and to go to the tomb of Gen. Robert E. Lee in the chapel of Washington and Lee University, a fine, compact institution, with an audience. On the road up to Lexington they saw a sign reading "Three cheers for Hoke Smith, damn the rest." It gives better roads and more schools. This was at a place called Mint Springs.

From Lexington to Natural Bridge the trip was brief and not thrilling. The rain began just as the tourists sat down to a lunch hardly calculated to lighten their spirits. It costs \$1 to take the bridge. All recalled the George Washington anecdote. Starting out on the thirty-mile miles from the bridge the tourists realized the worst was upon them. The small cars had trouble getting through the heavy mud and up the hills, holding back the cars of higher power. The Glidden rounds were so narrow on the level that any road hog driver could hold back any one he wanted. Not a few drivers, however, thought that such conduct had put them out of business, so that although they drove victoriously on the road up to Lexington or so from this place they were unable to make controls on time. There were informal protests about this.

The late afternoon was marked by a particularly hard fall of rain. A high wind driving against the motorists made it all

but impossible for the drivers to see where they were going. That there were no accidents with so many cars racing to make controls on time was particularly wonderful. Late to-night it is still raining. Ten cars have not checked in and five of them, it is reported by late arrivals, are ditched about seven miles from here.

AMONG THE AUTOMOBILISTS.

Indoor Gymkhana Events Planned for Grand Central Palace—Notes.

Something new in the line of indoor automobile competition has been planned by the Electric Automobile Dealers Association of New York for next Friday night at the Grand Central Palace, where the electrical exposition is now going on. The affair is to be in the form of a gymkhana for electric automobiles only over an oblong course one-tenth of a mile long. It will consist of the usual sort of events that make up a gymkhana programme, such as potato races, barrel contests and the like. But the dealers have sprung something new in what they term a "London Bridge" contest. This is an event which will try the skill of a driver in dodging in and about the pillars of the big hall on the third floor of the building. The driver who averages about the pillars along the course in the fastest time will be declared the winner.

In the potato race the drivers will be required to pilot their cars with one hand and with the other pick up potatoes placed on tables along the course. First honors will go to the contestant who gathers the vegetable from all the tables in the quickest time without touching the tables with his hands. There are a number of other events scheduled, all of which have in them, aside from whatever amusement may result, a more severe and businesslike purpose—that of bringing out by demonstration the salesmen's talking points as to the electric automobile. Among these are quick stopping, ease of control, cleanliness and absence of vibration.

Entries for the events have been received by Harvey Robinson, the referee, from the Rauch & Lang Co., the Baker Motor Vehicle Company and the Anderson Electric Carriage Company. The electric car exhibitors at the Palace are now using the cars for demonstration purposes. This brings one back to the days of the first automobile show in Madison Square Garden, when a track for trying out the cars was the main attraction.

Announcement was made yesterday of a new organization formed for selling motor trucks and furnishing service to owners. It is to be known as the International Motor Company and is capitalized for \$100,000. The new company is to have the commercial management and general supervision of both the Saurer company and the Mack Bros. company, but both these companies are to be conducted as distinct organizations. The announcement states that a combined output of 2,000 trucks will be produced in the coming fiscal year. The new company will take under its wing all the agents and sales branches of the two combined firms and will conduct in the principal cities service stations for repair and maintenance of Saurer and Mack trucks.

The officers and directors of the International Motor company are: President, W. D. Sargent, chairman of board, J. M. Mack, vice-president, F. C. Richardson, treasurer, Vernon Monroe, secretary. The directors of the company are: Otis H. Strong, Jr., Arthur H. Lusk, Benjamin Munson, Charles H. Sabin, George B. Case, W. P. Jones, C. J. Lusk, B. D. Sargent, Herbert H. Dean, John M. Mack, Joseph S. Mack, Montgomery Hare, Thomas E. Rush, W. A. Withers, Harry W. Davis and Martin C. Kern. The general offices of the company are at 30 Church street, New York.

While it has been a subject for rumor for several days along Automobile row, was not known positively until yesterday, following an announcement from the Fiat Automobile Company, that Felipe Nazzari was not to drive a Fiat car in the grand prize race at Savannah on Thanksgiving Day. A recent announcement from the Fiat people stated that Nazzari had been injured. The latest announcement, however, has it that the team will consist of Louis Wagner, the noted French driver, who will take Nazzari's place. Edward H. Parker, who will supplant Caleb Bragg, and W. Bruce Brown, who won the event last year. It is said that Nazzari has surrendered his seat because of business pressure. Bragg will pilot a Fiat in the Vanderbilt race, thus giving Parker a moment in the grand prize event.

Rules that will govern the competition for the Schimpf trophy, which is to be held in the afternoon of October 25, will be announced to-night at a meeting of the board of governors of the Long Island Automobile Club by Frank G. Webb, chairman of the contest committee. The contest is to be a secret lottery run to some point on Long Island and return.

The Studebaker Company has set aside one day at the Electrical Exposition to be known as Brewer's Day, on which representatives of many brewing establishments will exhibit the exhibits of electric trucks which the Studebaker people have at the Grand Central Palace. The entire exhibit consists of a five-ton truck, a 1,000-pound market wagon and several electric pleasure cars. Mr. Redden, the local manager, is in charge of the display.

Additional emoluments to the figure of \$1,000 have been added to the prizes of the winners of the Grand Prize, the Vanderbilt Cup, the Tiedeman trophy race and the Sevens Challenge cup race by the Magneto Company. A total of \$900 is to be given to the winners of the three races. The Vanderbilt and \$300 is the prize offered in each of the other races. In the Vanderbilt race the winner will be given three prizes, first, second and third. The condition attached to the awarding of the prizes is that the winning car must be equipped with a Bosch magneto.

WELLS AND VOLGAIST MATCHED
To Box for \$10,000 at Madison A. C. Next Month.

Ad Volgaist will begin training in Philadelphia next week for his ten-round encounter with Matt Wells, the English lightweight champion, at the Madison A. C. on November 3. Then will box for a purse of \$10,000, of which Volgaist may receive \$2,000. The weight conditions call for 135 pounds at 3 P. M. and Charley White will referee. The manager of the Madison A. C. says he will have 5,000 seats which will be sold at \$1.50, \$1.00 and 50c. He believes the total attendance will be 15,000. He is working at New York, and is confident that he will outpace Volgaist as he has outpaced R. O. Brown. Volgaist thinks the Britisher will be weak at the weight and that he will win the championship. It is the first time that a world's champion lightweight has been matched to box the recognized British titleholder in this city. The Sea Beach A. C. of Coney Island, which planned to stage the bout, has gone up in this air, it is said, as a license wasn't forthcoming.

Harlem Tommy Murphy and Phil Brock, the Cleveland lightweight, are matched to box ten rounds at the National sporting club to-morrow night. If Murphy doesn't hold and Clark, necessarily the best should be rather interesting. Battling Nelson says Murphy breaks the rules in all his fights and should be disqualified.

Walter Coffey, the California welterweight, was knocked out by Ben Deming in four rounds here Monday night, looks like a real fighter. He is ready to put on a real fight with Willie Lewis and Jeff Smith as soon as either is ready. Coffey's stock has received a boom and local sporting men expect to see him move down all corners. He can hit like the late Stanley Ketchel. Enough said.

Interest in the world's series is so intense that hints of the games are posted at Nome, Alaska, where many ball fans live. Cubans in Havana are furnished with a detailed story by innings in a morning paper which has sent a correspondent here to report the games and send flashes by cable of the result of each inning.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.</